

THE BLOOMFIELD CITIZEN

A WEEKLY JOURNAL
OF
LOCAL NEWS AND HOME READING,
PUBLISHED AT
BLOOMFIELD, ESSEX CO., NEW JERSEY,
BY THE
Bloomfield Publishing Company.

\$2.00 a Year, in advance. Single Copies, 5c.

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The Nomination.

When the districts had finished selecting delegates, it was evident that, in ability and truly representative quality, the Chicago Convention would leave little to be desired. The great mass of the Republican party, therefore, refused to be drawn into any active contest over candidates, feeling perfectly satisfied to leave the matter in the hands of their more competent and fairly chosen representatives. The convention has, by its prompt and skillful work, fully vindicated the confidence reposed in it. Good feeling and fair dealing characterized its proceedings at every step. In spite of the frantic ravings of that British free trade journal, the *New York Times*, no "dark horses,"—another name for little known in this case,—found any favor. None but names of the first magnitude received consideration. The convention understood that a man to lead, not a figure-head to be carried, was what the party demanded, and as a result, nominated James G. Blaine.

We have not a word to say against Mr. Arthur or Mr. Edmunds. They are both splendid men, of whom the party and nation may well be proud. There are still other distinguished statesmen who command the greatest admiration in their several spheres, but, as a leader, Mr. Blaine is head and shoulders above any man in either party to-day. He has the experience of a quarter of a century in public affairs, he is cool and brave in the presence of danger, quick in emergency, undaunted by difficulty, fertile in expedients, and exhaustless in resource. In addition, he has at his finger ends a vast fund of information, is a most brilliant speaker, a clear and forcible writer, and a man of indomitable energy and perseverance. What more is needed? Purity of personal character? Very well, he has that too. For thirty years, he has lived in the full glare of public life. His every word and deed, his motives, may, his very secret thoughts have been public property. With time, temptation and publicity all in their favor, the scandal-mongers have, after all these years, collected as their entire stock in trade, a half-dozen stale, oft-repeated and as oft-exploded slanders. That some continue to circulate and believe these lies is nothing to the point. If one with the purity and strength of character of an archangel should enter public life, he could not escape the same fate.

The reason why Mr. Blaine was nominated is not far to seek. The rank and file—the voters—demanded it. To say he was chosen in opposition to the popular will by professional politicians is to talk the most transparent nonsense. A private citizen in a far off corner of the land, having neither an office himself nor the disposal of one, having all the power of the administration against him, honorably used, 'tis true, but against him all the same, could not be nominated by bosses or their influence.

As to the expediency of the choice, what one man could bring better prospects of victory? Mr. Blaine is the only Republican who can carry the Pacific slope, and he will carry it with a rush. It has already begun. Pennsylvania's enthusiasm for him is phenomenal. Maine, lately doubtful, and of immense influence in a presidential campaign, is made sure. In Ohio, that all important pivotal State, opposition to the confidential friend of Garfield is hopeless; while throughout the whole West, North-west, and Southwest the name of Blaine is one to conjure with. Blaine can be elected without New York if need be, and that cannot be said of any other Republican; and even in New York he will come down to Harlem bridge with such a majority that it is not likely the city can wipe it out.

John A. Logan is as great an element of strength to this ticket as Arthur was to the last, and that is saying a great deal. Finally, behind Blaine and Logan are most of the wary, long-headed, veteran leaders of the Republican party. If our democratic friends are pleased with the prospect, then is this one of those rare and happy occasions when both sides are satisfied. Mutual congratulations are in order.

Road Addenda.

For a number of successive weeks we have laid before our readers some facts and figures relating to the improvement of our roads. In these articles there has been discussed the matter of grades, pavements, drainage, etc. We purpose now to gather up in a single article the main facts, particularly as they are illustrated in the experience of one of our near neighbors, the township of East Orange. We hold it to be the highest wisdom to learn the lessons of experience, whether taught by friends, enemies or rivals; to imitate their successes, to avoid their mistakes. Starting with a law identical with our own, some ten or twelve years ago, a map of the grades of the township of East Orange was made, by Mr. A. G. McCourt, civil engineer, at a heavy expense. In this the grades of the streets were defined, and specifications now made call for the work to be done according to the grades established, at that time. Where new streets are laid out the grade is established before accepting them, by the committee. Where it is necessary to change the grade for the improvement, by Macadam, the Township Committee meet on the ground and consider the change of grade; awarding damages where adjoining property is seriously injured. In case a street is to be improved, the engineer makes a map of it, giving the name of each owner, with the number of feet front, and places grade-stakes along the line, to which the contractor may work.

From the first, the advantages of the law were appreciated by the people. Applications for the laying of pavements followed from time to time, with the result that our sister town owns many miles of Macadam pavements, with only a few thousand dollars still unpaid.

As to the kind of pavement to be laid, her advice, expressed in a word, would be: lay only the best; twelve inches deep, well rolled, extending from sidewalk to sidewalk, with black stones for the gutter, and curbs for the sidewalks. A lighter pavement is fit only for carriageways, and the twenty foot width is unsatisfactory. Her experience, like that of Newark, is that street improvements yield a quick return for their cost. While in our own township, property is low and sales only occasionally made, house lots near her main avenues sell readily for \$20.00 per foot, front, and show a steady rise throughout her limits.

In his book, "Twenty Years in Congress," Mr. J. G. Blaine, the Republican candidate for the Presidency, says that to "enlightened selfishness" not a few of the wisest legislative measures may be traced. It cannot be expected that many will favor plans or projects which contemplate the expenditure of money with only a problematic return. Above all, the common people have no fantastic notions of improvement which benefit only their richer neighbors. We propose, therefore, to show that the building of the Macadam pavements in our own town, as in East Orange, will, in the end, amply repay the masses for the money expended upon them.

Returning to the owner of only fifty feet front upon an avenue to be paved, and whose aggregate assessment for a pavement twelve inches deep, extending the width of the street, and including curb, is only \$100, the yearly interest upon this investment is only four or five dollars, an insignificant sum at the best; a sum, moreover, which is completely annihilated by the rebate offered by the exemption from road taxes for five years. For if there be upon his lot a building valued only at three thousand dollars, the road tax at twenty cents on a hundred dollars is six dollars per year. In addition, he shares with his neighbors the relief afforded by the withdrawal of so much of the highway from all need of further repairs for years to come. A slight expense will keep it in order; and for all that time he has solid pavement before his door. It is as much an addition to the value of his place as his fences and outhouses, his well, cess-pools or cistern. Moreover, the value of his property is helped by the general reputation of the place; its attractiveness, its name for progress, beauty and comfort. Again, we are adding, as we judge from the steady growth of the school census, about 100 each year to the number of inhabitants in the township. This means about twenty houses built each year, with an average of \$2,000 each, or \$40,000 added each year to the taxable property of the village. The tax would be about \$400 per year, of which \$200 would go for town improvements. In ten years, instead of 5,700 inhabitants in Bloomfield township, there will be 6,700, with a yearly addition of \$200 for town improvements. If not, by means of street pavements, which almost pay for themselves in the saving of road taxes, we can increase the influx of population to 200 per year, and the increase of taxes for township purposes, from \$200 to \$400. We shall make a clear gain whose effect in a few years must be clearly perceptible.

Does any one now say: "This is not all, we need other things. When will this thing stop?" We answer: "Never." Improvement to be valuable must be not spasmodic, but a constant force. Every year must bring its work. Having put our hand to the plough, we must not look back but forward. Success is only to be found at the front. And yet, among our needs none are more valuable and necessary than pavements and sidewalks.

We need ten miles of roads and twenty miles of stone sidewalks in this township. We have the laws; it is not too much to say, we have the money; shall we have the improvements?

When surrounded by embarrassments at the beginning of his term, Abraham Lincoln, our Martyr President, used these quaint but expressive words: "Let us do one thing at a time, but the big things first."

Sidewalks.

We published last week, in our advertising columns, a notice from the Township Committee, requesting that applications for the construction of sidewalks be sent to the Clerk before the first Wednesday in August, and prescribing the form in which such applications should be made.

The object in postponing action upon these applications until August is that the Committee may know in just what localities the new sidewalks are desired, and may then accept applications where the walks will be of the greatest convenience and benefit to the public at large.

As the amount appropriated for this purpose is but one thousand dollars, it will be seen that only about thirty-five hundred feet of flagged walks can be laid this year; but half a mile of stone walks put down where they will serve to connect walks already laid, or where the streets are much used, will be a great advantage to the town, and will make it easy to secure a similar appropriation in future.

The plan upon which the money is to be spent requires that property owners shall agree to pay one-half of the cost of construction in front of their respective lots. This condition is a fair one for the reason that their property is particularly benefited, and it would be unjust to ask the tax-payers at large to pay the whole expense. Several applications have already been presented, and we feel sure that the advantages of the arrangement will be appreciated.

It is left discretionary with the Committee to require applicants to deposit an amount equal to one-half of the estimated cost of the walks in advance, or to ask any other form of security which they consider reasonable.

As it is very important to avoid creating a debt of any kind, we do not think this can be objected to. A man who means to pay his share of the cost will see no hardship in the condition, while if any one wished to secure the walk and then avoid or delay the payment of his proportion of its cost, this condition is needed for the protection of tax-payers-at-large.

We hear some of our most active Republicans expressing their dissatisfaction with the nominations at Chicago, and quoting the *New York Evening Post* and other opposition papers, as a justification for their views. To all such we wish to say that Mr. Blaine received his nomination with perfect fairness, as being the first choice, not only of the delegates, but also of the voters who sent them to Chicago for that purpose. And further, that James G. Blaine was entitled to be the candidate of his party, by every consideration of long and faithful service to the party, as well as because of his fitness to fill the high office to which he will be chosen. We can see no use for conventions hereafter, if candidates selected as Blaine and Logan were selected, are not entitled to the hearty support of every loyal Republican. We take no stock in the abuse of Mr. Blaine, with which the Democratic and so-called Independent papers have been filled. We do not forget that for weeks the name of Garfield was slandered and maligned most bitterly, and that a campaign of violent denunciation was followed by Guiteau's assassinating pistol. We have no patience with the short-sighted reformers, who would destroy a party because the majority decline to be ruled by a minority, who really represent but a small fraction of a great party.

The securing of the water supply has given us as a town an opportunity to increase the comfort of the people at a slight expense to themselves. Each year adds to the number of those who pay for watering the streets before their door. We think this number might be considerably increased were it generally known that the cost to customers is remarkably low. The usual charge per week is one cent per foot front upon the street. For instance, the man who has fifty feet front upon a street will pay fifty cents a week, and others in like proportion. As there are only four months during which the sprinkler is needed, to such a one the whole expense will not exceed eight or nine dollars for the season. This means, that for this small sum, freedom may be obtained from dust upon the streets and in the houses, and a delicious coolness be imparted to the atmosphere in and about our houses through the whole heated term. Applications made to Mr. George Gresson either by mail or in person, will receive prompt and careful attention.

On Tuesday evening, a meeting was called, to form a council of the "Catholic Benevolent Legion," a co-operative life insurance organization. Mr. P. V. Flynn, of Newark, was present, and explained the objects and system, and a temporary board of officers were elected, and Dr. White appointed examining physician. Twenty men were enrolled, and at a future meeting a permanent council, with the officers necessary, will be perfected. The Supreme council is situated at Brooklyn, N. Y., and the State council at Newark. So far, the membership in New Jersey is about eight

hundred, with a total membership in all places, of between four and five thousand, with a slow but healthy increase. The beneficiaries are graded from \$500 to \$5,000, with the usual scaled premiums customary in all kindred organizations. It is hoped that the number in this council will be at least fifty.

The work done for the Indians and the Negroes of the South, at the Hampton Institute, is well known to our people, through the public reception given to the officers of the School last Fall. The stirring addresses of Gen. Armstrong and the Rev. H. B. Frissell, at that time, aroused more than a temporary interest. It is especially desired to commend this school to the attention of the masses in the Northern States. The education of the 4,000,000 of colored people at the South demands the earnest support of all who wish well for their native land. Among the agencies employed by the superintendent and teachers at Hampton is *The Southern Workman*, an eight-page monthly, published at the Institute. It is ably edited by Gen. Armstrong, Superintendent, and Miss H. W. Ludlow, daughter of Rev. Dr. Ludlow, of New York, and a teacher in the School. Miss Ludlow is also a contributor to *Harper's Magazine*. The paper is illustrated, and is presented not as a charity, but with hearty commendation of its real literary value. The price is one dollar per year. Mr. Thos. P. Clayton, a graduate of the School, who has been compelled to relinquish his studies on account of trouble with his eyes, is authorized to receive subscriptions. He will canvass the town during the coming week.

COMPLAINT is made that loungers frequent the Park during these moonlight nights, to the great annoyance of those who pass that way. The Township Committee have designated constables to look after these persons, and we commend the Park to their attention.

Lundborg's Perfume. Elenia.
Lundborg's Perfume. Marcella Niel Rose.
Lundborg's Perfume. Alpine Violet.
Lundborg's Perfume. Lily of the Valley.

Time Tables.

Carefully corrected up to date.

DEL. LACK & WESTERN RAILROAD.
Barclay and Christopher Street Ferries.

TO NEW YORK.

Leave Montclair—6:03, 7:15, 7:55, 8:28, 9:15, 10:35, 11:35 a.m.; 12:50, 1:40, 3:30, 4:45, 5:25, 6:10, 6:57, 8:15, 9:40, 11:05 p.m.
Leave Newark—6:06, 7:17, 7:57, 8:30, 9:17, 10:37, 11:37 a.m.; 12:53, 1:43, 3:32, 4:47, 5:27, 6:13, 7:00, 8:18, 9:43, 11:08 p.m.
Leave Bloomfield—6:08, 7:19, 7:59, 8:32, 9:19, 10:39, 11:39 a.m.; 12:56, 1:45, 3:35, 4:49, 5:29, 6:15, 7:05, 8:20, 9:45, 11:10 p.m.
Arrive Newark—6:23, 7:30, 8:10, 9:30, 10:30, 11:50 a.m.; 1:08, 1:58, 3:47, 5:00, 5:40, 6:38, 7:26, 8:37, 10:08, 11:22 p.m.
Arrive New York—6:30, 8:00, 8:40, 9:10, 10:00, 11:20 a.m.; 12:20, 1:40, 2:30, 4:20, 5:30, 6:10, 7:10, 7:55, 9:10, 10:40, 11:55 p.m.

FROM NEW YORK.

Leave New York—6:30, 7:20, 8:10, 9:30, 10:30, 11:20 a.m.; 12:40, 2:10, 3:40, 4:50, 5:30, 6:20, 7:10, 8:30, 10:00, 11:15 p.m.
Leave Newark—6:40, 7:15, 7:58, 8:43, 10:03, 11:03, 11:53 a.m.; 1:13, 2:44, 4:13, 5:26, 6:03, 6:53, 7:48, 9:03, 10:38, 11:53 p.m.
Arrive Bloomfield—6:51, 7:26, 8:09, 8:55, 10:15, 11:15 a.m.; 12:05, 1:34, 2:55, 4:24, 5:04, 5:37, 6:15, 7:05, 8:00, 9:14, 10:50 p.m.
Arrive at Glen Ridge 2 minutes later.
* Indicates that train does not stop at Newark.

NEW YORK AND GREENWOOD LAKE R.R.

Chambers and 23d Street Ferries, New York.
Leave Upper Montclair—5:23, 6:57, 7:49, 8:43, 10:47 a.m.; 12:30, 2:42, 4:45, 6:50, 9:58 p.m.
Leave Montclair—5:33, 7:02, 7:55, 8:53, 10:52 a.m.; 1:34, 3:47, 4:50, 6:55, 10:03 p.m.
Leave Bloomfield—5:38, 7:06, 7:59, 8:57, 10:56 a.m.; 1:40, 3:51, 4:54, 6:58, 10:08 p.m.
Arrive New York—6:25, 7:50, 8:40, 9:40, 11:40 a.m.; 2:25, 4:40, 5:40, 7:55, 10:55 p.m.
Trains marked * will run Saturday nights only.
Sunday trains from Montclair at 8:08 a.m. and 5:32 p.m.

FROM NEW YORK.

Leave New York—6:00, 8:30, 12:00 a.m.; 3:40, 4:40, 5:40, 6:20, 8:00 p.m.
Leave 23d Street 15 minutes earlier.
Arrive Bloomfield—6:49, 9:21 a.m.; 12:43, 4:19, 5:24, 6:20, 7:05, 8:39 p.m.
Arrive Montclair—7:02, 9:25 a.m.; 12:49, 4:24, 5:29, 6:26, 7:11, 8:46 p.m.
Arrive Upper Montclair—7:06, 9:29 a.m.; 12:53, 4:28, 5:33, 6:31, 7:16, 8:50 p.m.
Also a Saturday train from New York at 12 m., for the accommodation of theatre goers, arriving at Montclair at 12:52 a.m.
Sunday trains from New York at 8:45 a.m. and 6:15 p.m.

READ the Cards in the

MIRROR BULLETIN

Recently placed in the Ladies' Room of the Delaware, Lackawanna & Western Railroad Depot, Bloomfield, all of which are of

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COFFEES.—We carry the largest and best selected stock in Newark. Our Fancy Mocha Coffee, 75, 80 and 32 cents per pound, is equal in strength and aroma to most of the Java sold in the city. Out of all the coffees imported nothing is more perfect in body and flavor than that Old Government Java. No family should be without a trial. It will suit the most fastidious person.

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Law Offices,

745 Broad Street, Newark, N. J.

JOHN WHITEHEAD. JOSEPH D. GALLAGHER.

Residence of J. D. Gallagher, cor. Washington Street and Hillside Avenue, Bloomfield.

HAILEY M. BARRETT,

Attorney and Counselor at Law.

Office, 750 Broad Street, Newark, N. J.

Residence: Elm Street, Bloomfield.

Acknowledgments, etc., taken.

DR. JOSEPH A. DAVIS,

Franklin Street, cor. Front.

Office Hours: 8 to 9 A. M.; 1 to 3; 7 to 8 P. M.

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Office and Residence:

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Bloomfield, N. J.

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Office Hours: 8 to 10; 1 to 3; after 7 P. M.

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East Park Place.

Office Hours: 7 to 8 A. M.; 1 to 3; after 7 P. M.

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